



U. S. Department
of Transportation

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

**Federal Aviation
Administration**

December 22, 2005

Mr. Gary Lincoln
Project Manager
State of Alaska, DOT & PF
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Lincoln:

Homer Airport
& BelugaLake Seaplane Base (5BL)
Airport Layout Plan Conditional Approval
Airspace Case # 05AAL-105NRA

We have completed our review of the Homer Airport Layout Plan (ALP) and the Beluga Lake Seaplane Base (5BL) ALP and find it acceptable from a planning standpoint.

No Modifications to Standards are approved with this ALP approval.

The approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA.

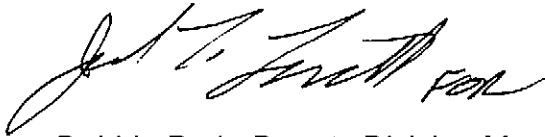
This approval considers only the safety, utility, and efficiency of the airport. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory circulars current at the time of construction.

Please attach this letter to the enclosed ALP and retain it in your files for future use.
If you have any questions, please contact Mr. John T. Lovett at 271-5446.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Roth". The signature is fluid and cursive, with a large initial "D" and a stylized "R".

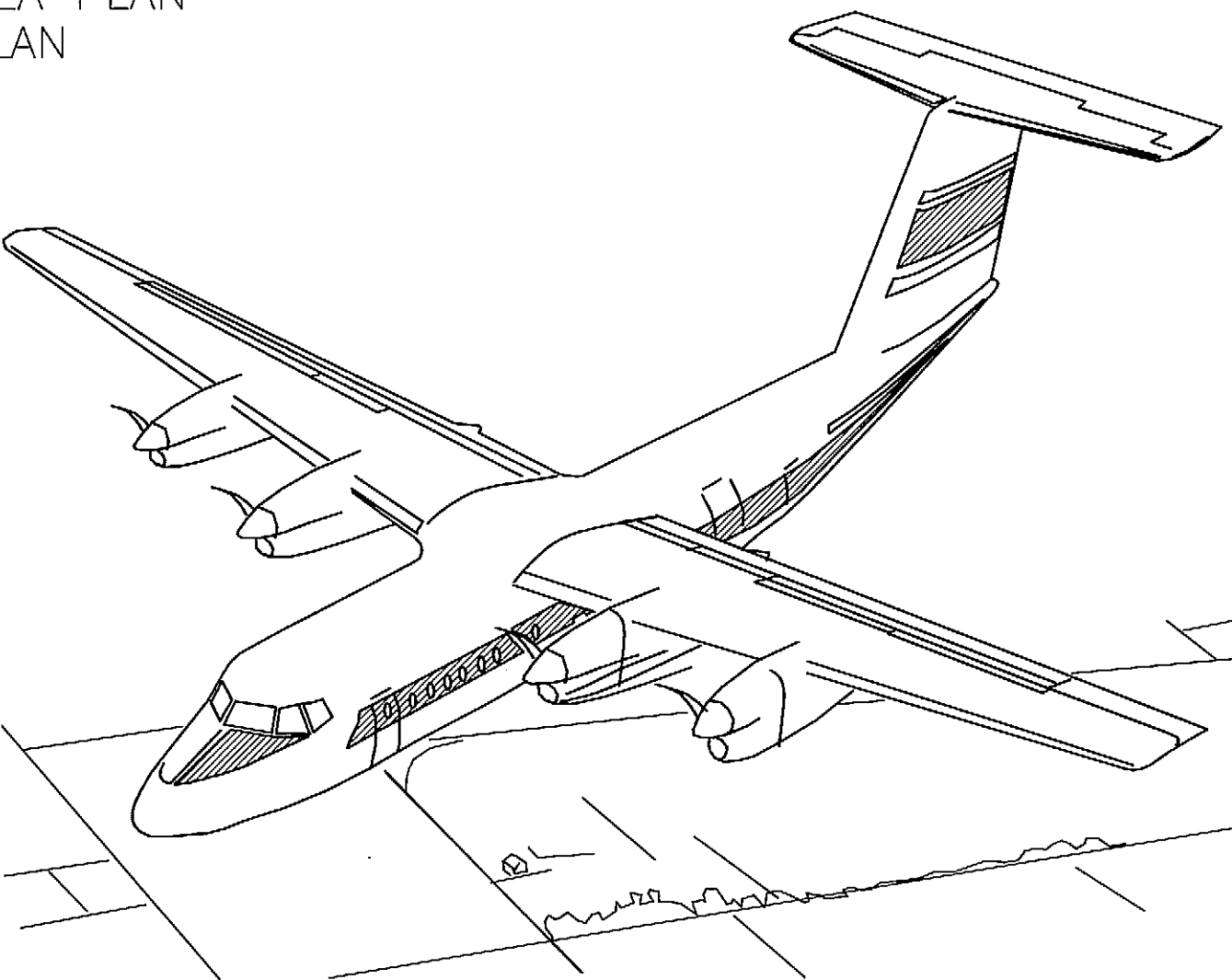
Debbie Roth, Deputy Division Manager
Airports Division

**AIRPORT LAYOUT PLAN FOR
HOMER AIRPORT (HOM) AND
BELUGA LAKE SEAPLANE BASE (5BL)**

2005

DRAWING INDEX

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- 2 - RUNWAY 3-21 VICINITY MAP, DATA TABLES AND WIND ROSE
- 3 - SEAPLANE BASE VICINITY MAP, DATA TABLES AND WIND ROSE
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- 5 - HOM AIRPORT LAYOUT DRAWING - ULTIMATE
- 6 - 5BL SEAPLANE BASE LAYOUT DRAWING
- 7 - INNER APPROACH SURFACE PLAN AND PROFILE - RUNWAY 3
- 8 - INNER APPROACH SURFACE PLAN AND PROFILE - RUNWAY 21
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- 10 - AIRPORT AIRSPACE F.A.R. PART 77 IMAGINARY SURFACES
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- 16 - LAND USE PLAN
- 17 - NARRATIVE
- 18 - NARRATIVE



1. THIS ALP SUPERSEDES PREVIOUS ALP DATED 1999.

**SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

CONCUR *Steven R. Horn* **DATE** 11/2/05
STEVEN R. HORN, P.E. **CONSTRUCTION & OPERATIONS DIRECTOR**

APPROVED *Robert A. Campbell* **DATE** 11/2/05
ROBERT A. CAMPBELL, P.E. **REGIONAL PRECONSTRUCTION ENGINEER**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/2/05

By: *[Signature]* DATE: 12/2/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-800

F.A.A. AIRSPACE REVIEW NUMBER:
05-ALL-105NRA

**HOMER AIRPORT
AIRPORT LAYOUT PLAN**

SHEET 1 OF 18

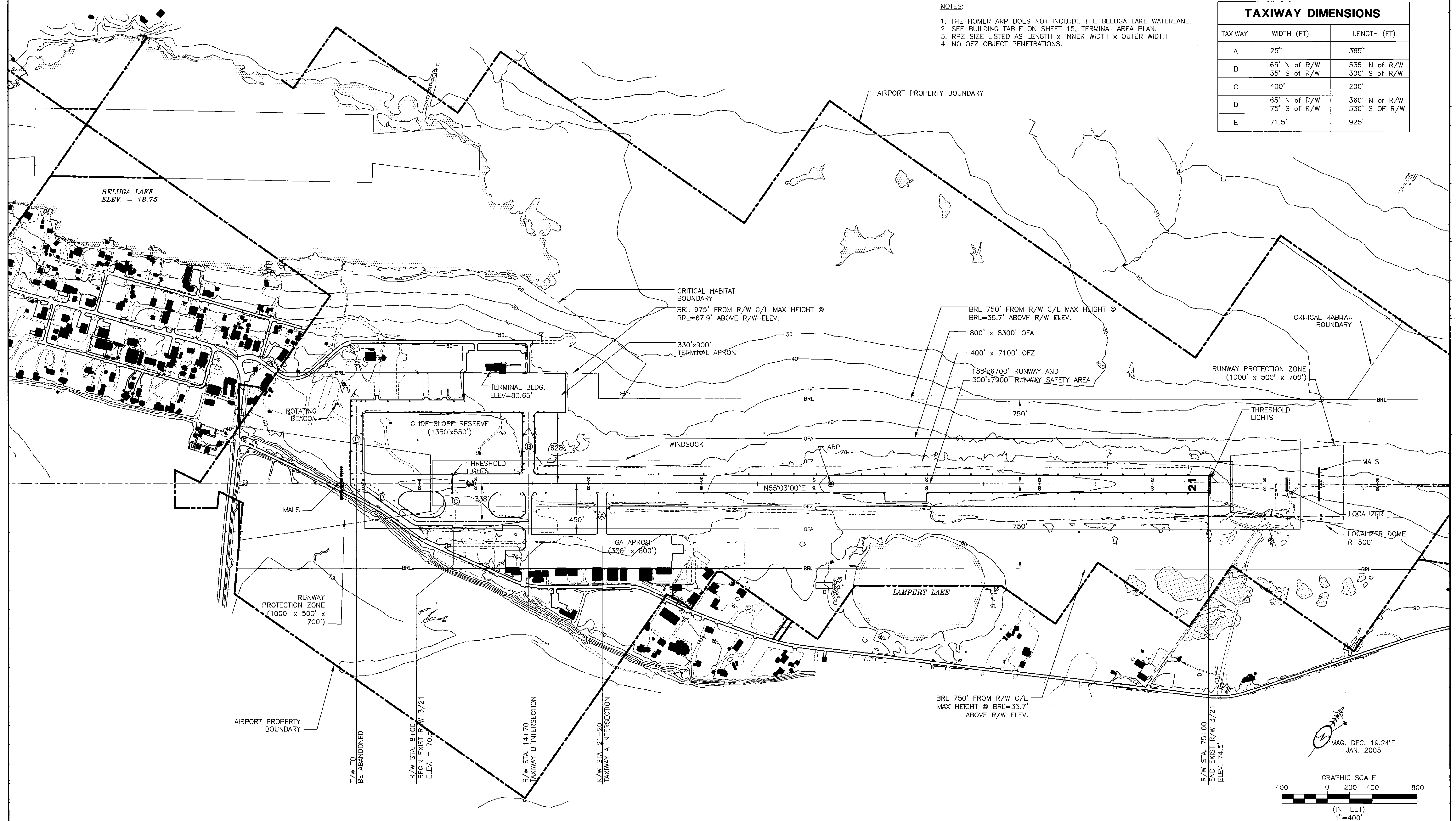
T 6 S, R 13 W, SEC. 14,15,20,21,22,23,28
SEWARD MERIDIAN

PERIOD: 1992 - 1999

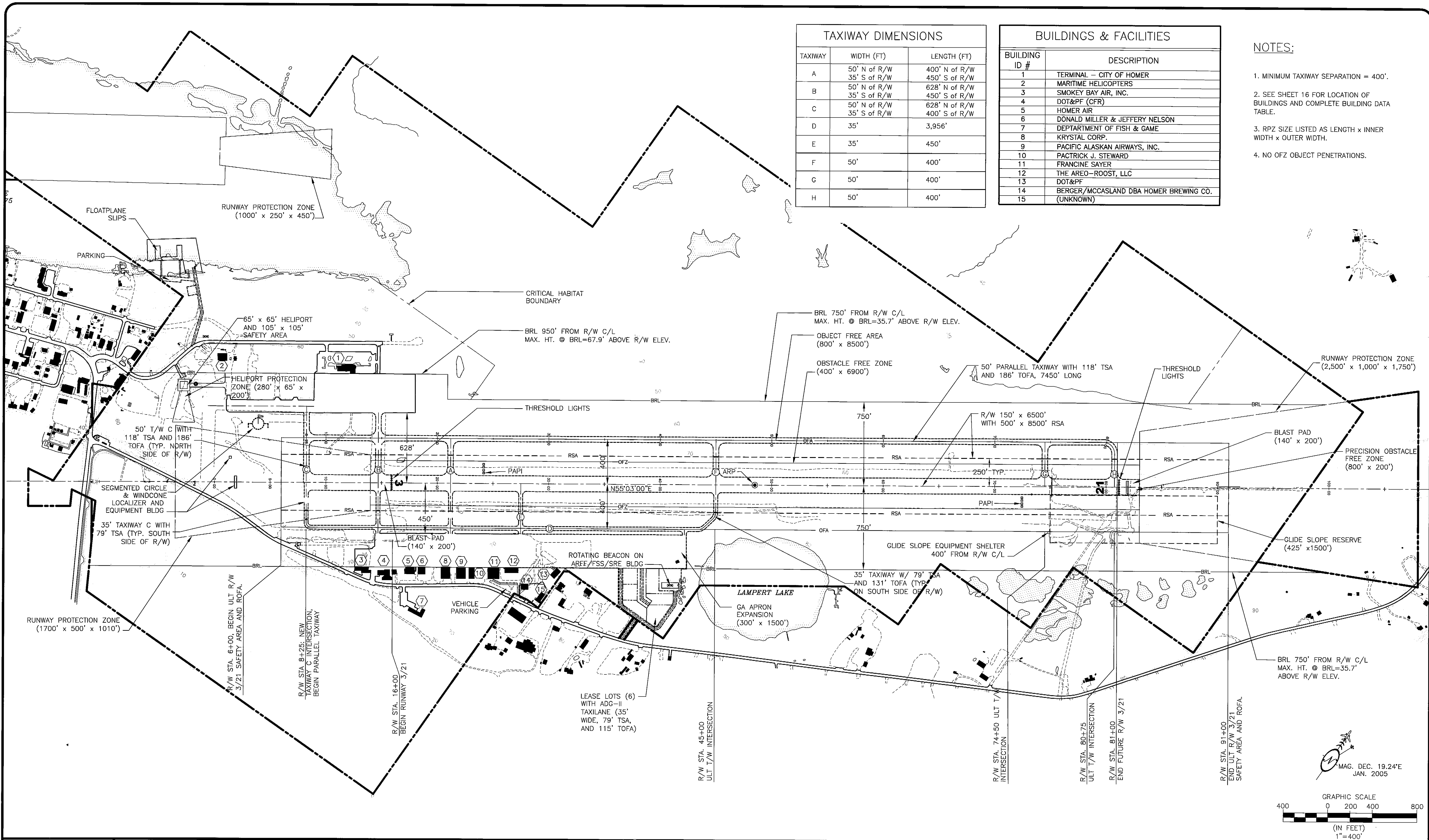
* RPZ DIMENSION IS SHOWN AS LENGTH BY INNER WIDTH BY OUTER WIDTH.

1. THE HOMER ARP DOES NOT INCLUDE THE BELUGA LAKE WATERLANE.
2. SEE BUILDING TABLE ON SHEET 15, TERMINAL AREA PLAN.
3. RPZ SIZE LISTED AS LENGTH x INNER WIDTH x OUTER WIDTH.
4. NO OFZ OBJECT PENETRATIONS.

TAXIWAY DIMENSIONS		
TAXIWAY	WIDTH (FT)	LENGTH (FT)
A	25"	365"
B	65' N of R/W 35' S of R/W	535' N of R/W 300' S of R/W
C	400'	200'
D	65' N of R/W 75' S of R/W	360' N of R/W 530' S OF R/W
E	71.5'	925'



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TAXIWAY DIMENSIONS		
TAXIWAY	WIDTH (FT)	LENGTH (FT)
A	50' N of R/W 35' S of R/W	400' N of R/W 450' S of R/W
B	50' N of R/W 35' S of R/W	628' N of R/W 450' S of R/W
C	50' N of R/W 35' S of R/W	628' N of R/W 400' S of R/W
D	35'	3,956'
E	35'	450'
F	50'	400'
G	50'	400'
H	50'	400'

BUILDINGS & FACILITIES	
BUILDING ID #	DESCRIPTION
1	TERMINAL — CITY OF HOMER
2	MARITIME HELICOPTERS
3	SMOKEY BAY AIR, INC.
4	DOT&PF (CFR)
5	HOMER AIR
6	DONALD MILLER & JEFFERY NELSON
7	DEPARTMENT OF FISH & GAME
8	KRYSTAL CORP.
9	PACIFIC ALASKAN AIRWAYS, INC.
10	PATRICK J. STEWARD
11	FRANCINE SAYER
12	THE AREO—ROOST, LLC
13	DOT&PF
14	BERGER/MCCASLAND DBA HOMER BREWING CO.
15	(UNKNOWN)

- NOTES:
1. MINIMUM TAXIWAY SEPARATION = 400'.
 2. SEE SHEET 16 FOR LOCATION OF BUILDINGS AND COMPLETE BUILDING DATA TABLE.
 3. RPZ SIZE LISTED AS LENGTH x INNER WIDTH x OUTER WIDTH.
 4. NO OFZ OBJECT PENETRATIONS.

FILE: K:\JOB\DD3Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/22/05

By: [Signature] DATE: 12/22/05

FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-800

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [Signature]
HARVEY M. DOUTHITT, P.E.
DESIGN SECTION CHIEF

APPROVED: [Signature]
GARY LINCOLN, P.E.
PROJECT MANAGER

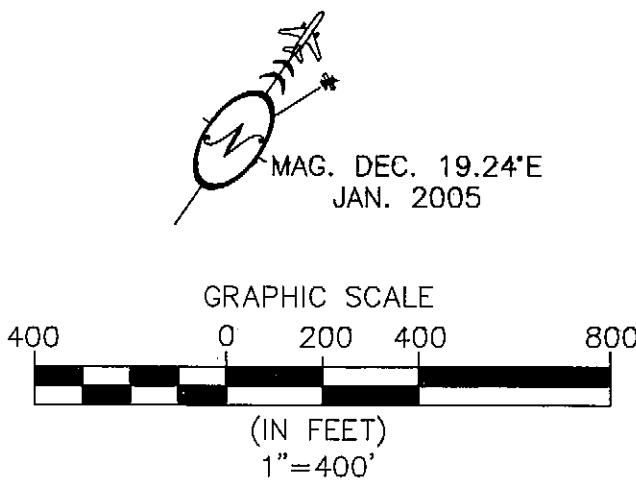
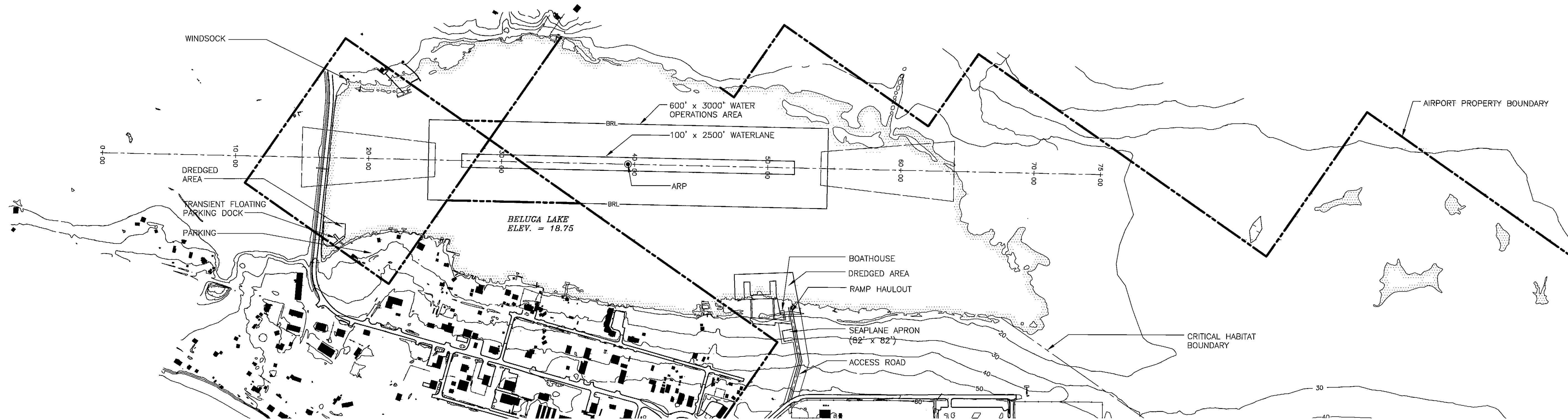
DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

HOM AIRPORT LAYOUT DRAWING — ULTIMATE

SHEET
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- NOTES:
1. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 2. NO OFZ OBJECT PENETRATIONS.



FILE: K:\JGB\LD03P\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 10/1/05
By: [Signature] DATE: 10/1/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

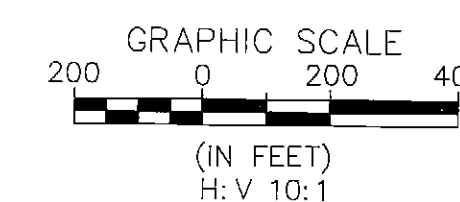
HOMER AIRPORT
AIRPORT LAYOUT PLAN
5BL SEAPLANE BASE LAYOUT DRAWING

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OF
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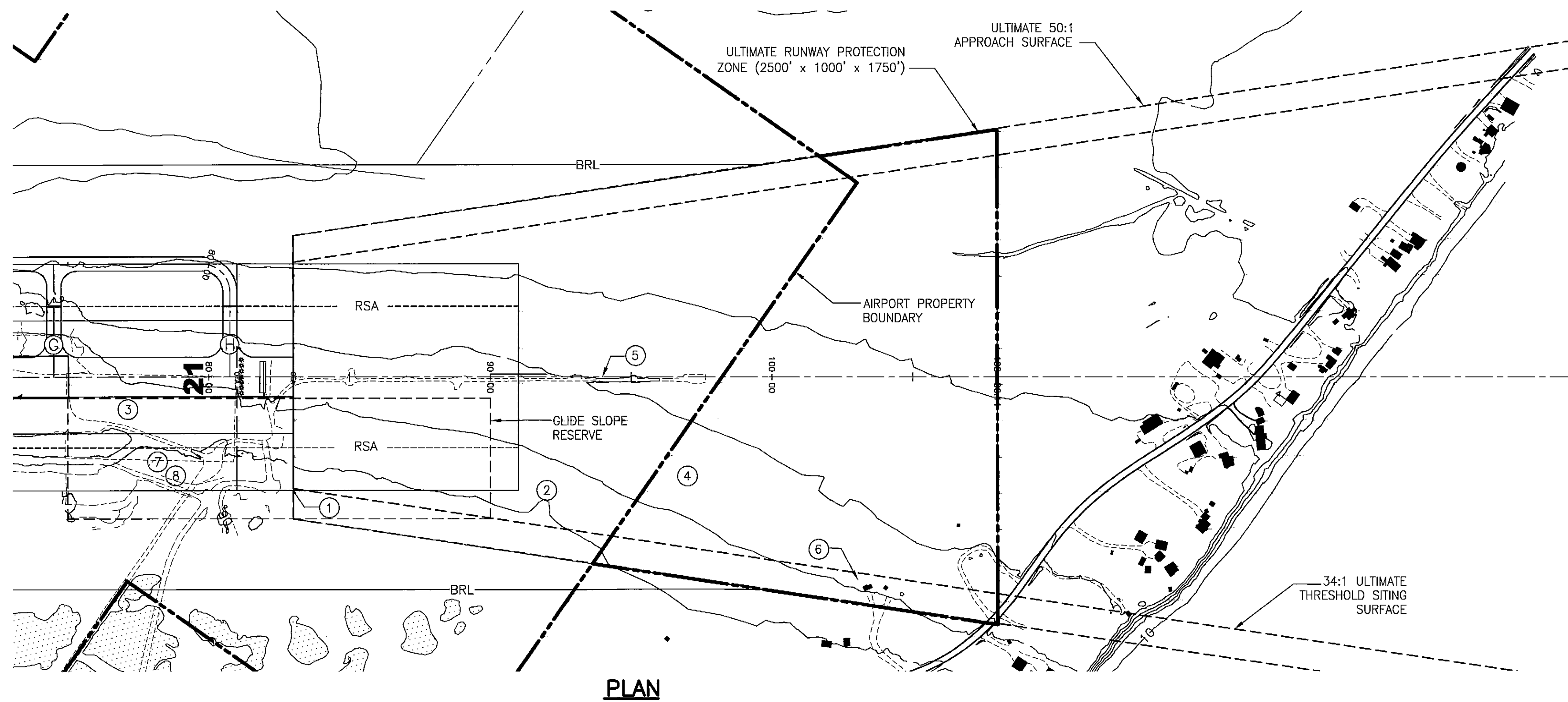
NOTES:

1. TOUCHDOWN ZONE ELEVATION = 83.6'.
2. RUNWAY 3 ELEVATION = 66.4'.
3. BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.
4. 34:1 ULTIMATE APPROACH SURFACE IS PENETRATED 3.61' BY OBSTRUCTION #6 (ANTENNA), THEREFORE ULTIMATE OBSTRUCTION CLEARANCE SLOPE IS 31:1.



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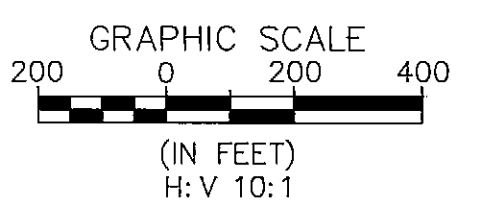
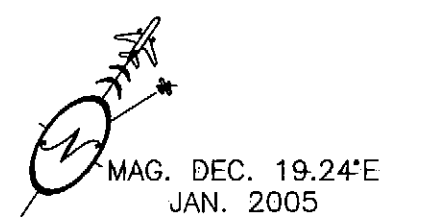
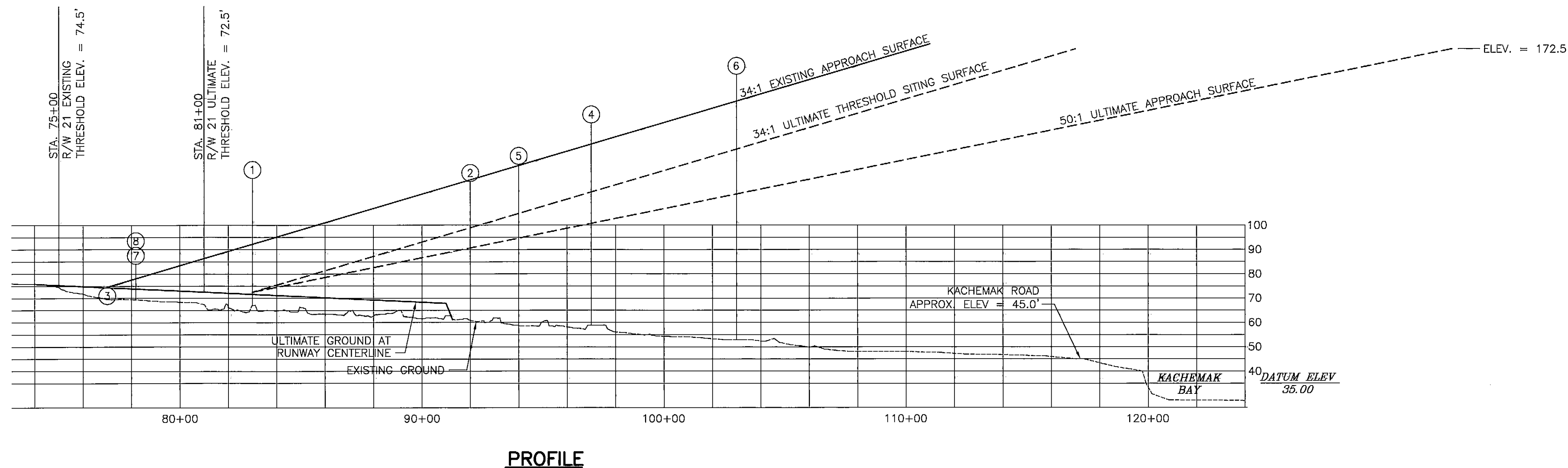
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DATE: of Last Revision: 9/9/2005



RUNWAY 21 APPROACH SURFACE OBSTRUCTION TABLE						
OBSTRUCTION ID #	DESCRIPTION	OBSTRUCTION STA/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	AMOUNT OF PENETRATION	DISPOSITION
1	TREES	83+00 , 400R	119.3'	N/A	35.0'	TO BE REMOVED
2	TREES	92+00 , 400R	118'	N/A	33.7'	TO BE REMOVED
3	ROAD	77+00 , 99R	67.5'	NONE	0'	TO BE REMOVED
4	TREES	97+00 , 350R	142'	N/A	57.7'	TO BE REMOVED
5	TREES	94+00 , 0	125'	N/A	90.3'	TO BE REMOVED
6	TREES	103+00 , 700R	162'	N/A	49.1'	TO BE REMOVED
7	ROAD	78+18 , 299R	84'	NONE	0'	TO BE REMOVED
8	TERRAIN	78+18 , 299R	APPROX. 90'	N/A	APPROX. 6'	TO BE REMOVED

NOTES:

- TOUCHDOWN ZONE ELEVATION = 84.3'.
- R/W 21 ELEVATION = 72.5'.
- THERE ARE NO PENETRATIONS AT A 50:1 APPROACH SURFACE FOR RUNWAY 21 (EXISTING AND ULTIMATE).
- BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.



FILE: K:\JOB\1003\proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 8/2/05

By: [Signature] DATE: 8/2/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY DATE REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

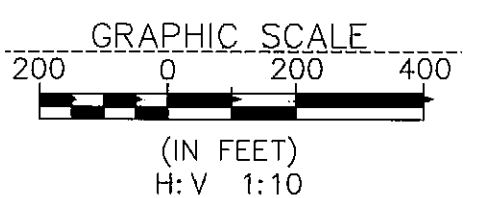
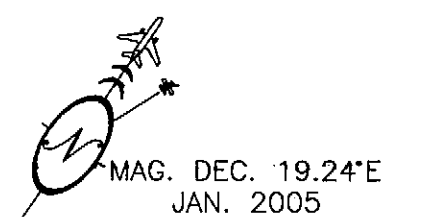
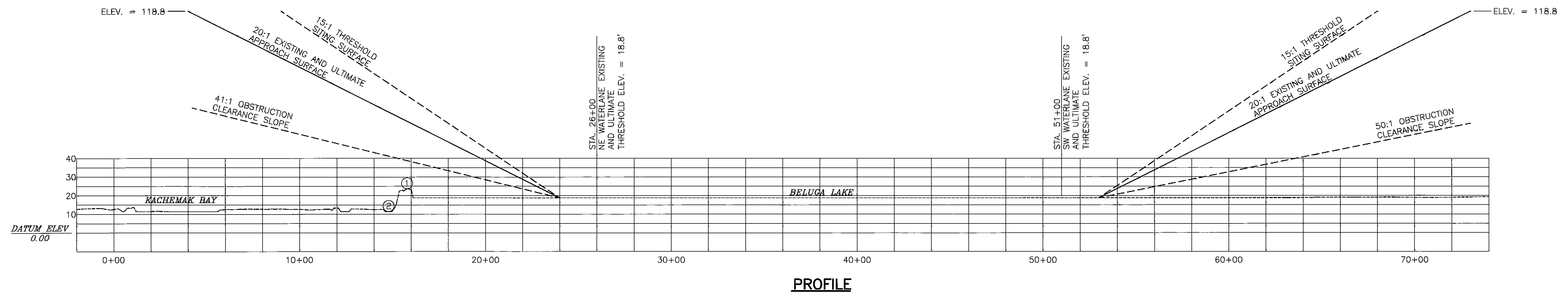
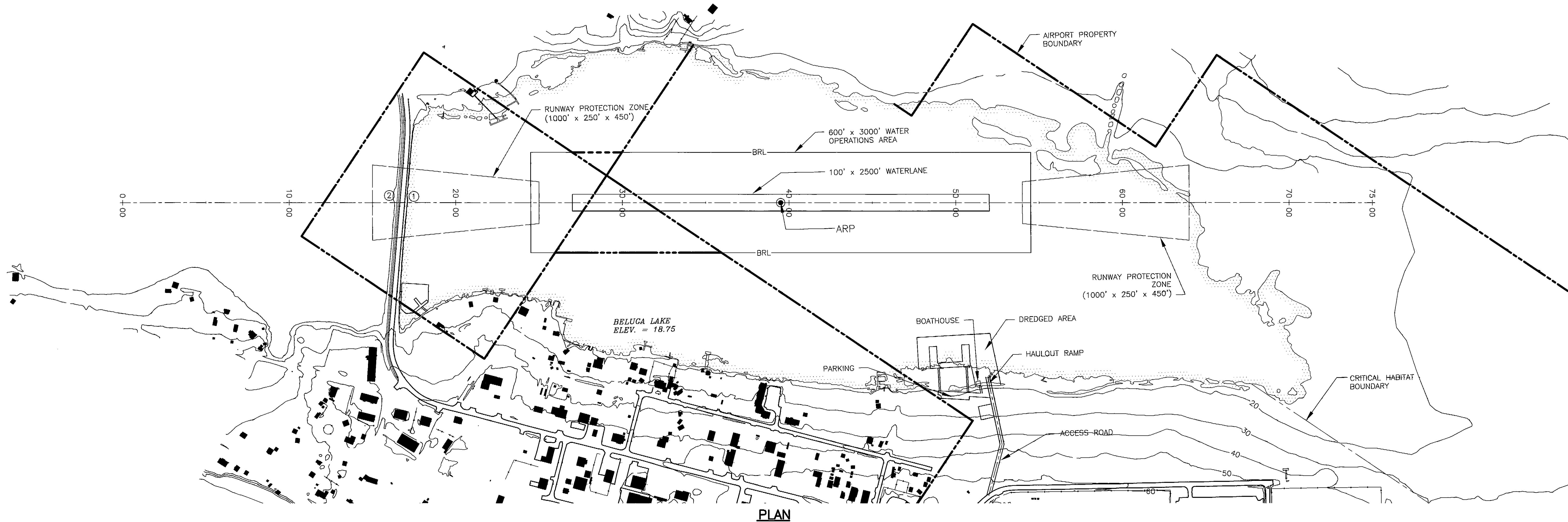
APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE PLAN AND PROFILE
RUNWAY 21

SHEET
8
OF
18



WATERLANE APPROACH SURFACE OBSTRUCTION TABLE

OBSTRUCTION ID #	DESCRIPTION	OBSTRUCTION STA/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	AMOUNT OF PENETRATION	DISPOSITION
1	STERLING HWY + 15'	17+78.4 , 0'	38.8'	NONE	0'	TO REMAIN
2	BELUGA SLOUGH	14+78.7 , 0'	12'	NONE	0'	TO REMAIN

- NOTES:
- TOUCHDOWN ZONE ELEVATION = 18.8'
 - BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.

FILE: K:\JOB\LD03Pro\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/12/15

By: [Signature] DATE: 12/12/15
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY DATE REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION

APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUGHTY, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE PLAN AND PROFILE
SEAPLANE

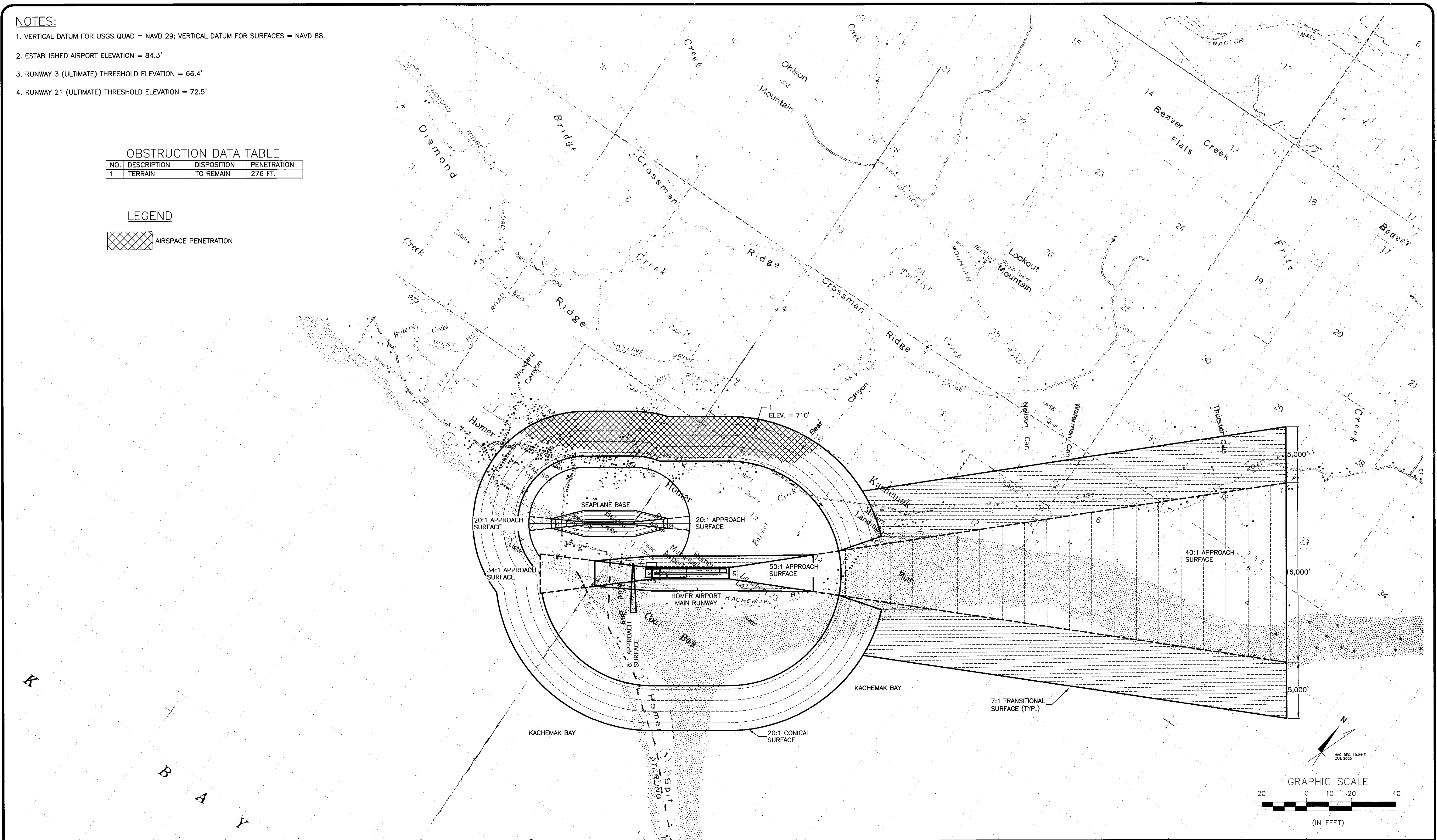
SHEET
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OF
18

- NOTES:
- 1. VERTICAL DATUM FOR USGS QUAD = NAVD 29; VERTICAL DATUM FOR SURFACES = NAVD 88.
 - 2. ESTABLISHED AIRPORT ELEVATION = 84.3'
 - 3. RUNWAY 3 (ULTIMATE) THRESHOLD ELEVATION = 66.4'
 - 4. RUNWAY 21 (ULTIMATE) THRESHOLD ELEVATION = 72.5'

OBSTRUCTION DATA TABLE			
NO.	DESCRIPTION	DISPOSITION	PENETRATION
1	TERRAIN	TO REMAIN	276 FT.

LEGEND

AIRSPACE PENETRATION



FILE: K:\JOB\LD03Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/20/05
By: [Signature] DATE: 12/20/05
F.A. AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUTHETT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

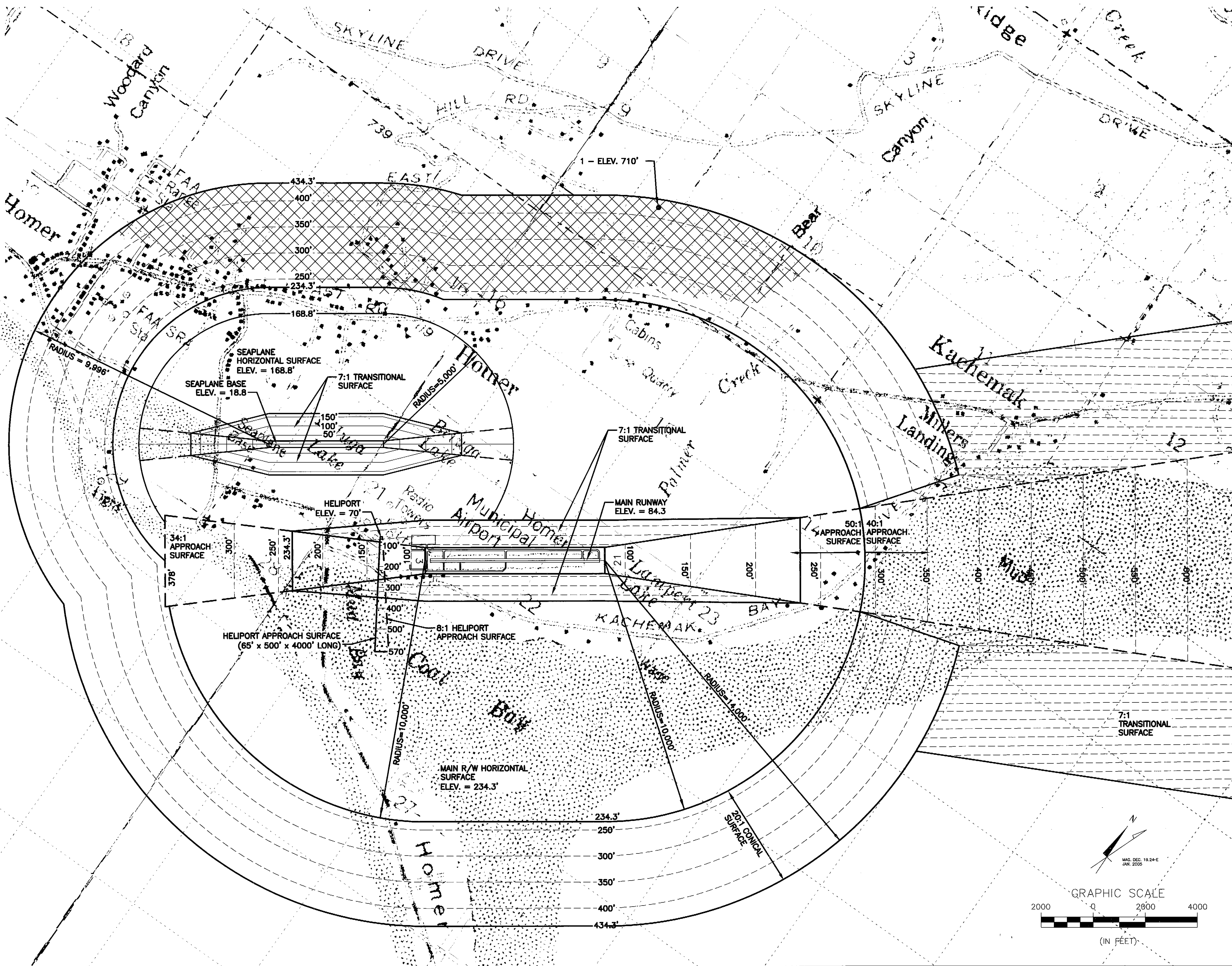
DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE
F.A.R. PART 77 IMAGINARY SURFACES

SHEET
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OF
18

- NOTES:
1. VERTICAL DATUM FOR USGS QUAD = NAVD 29; VERTICAL DATUM FOR SURFACES = NAVD 88.
2. ESTABLISHED AIRPORT ELEVATION = 84.3'
3. RUNWAY 3 (ULTIMATE) THRESHOLD ELEVATION = 66.4'
4. RUNWAY 21 (ULTIMATE) THRESHOLD ELEVATION = 72.5'
5. SEE SHEETS 7-10 FOR OBSTRUCTION TABLES AND PENETRATIONS TO THE INNER PORTION OF THE APPROACH SURFACES.

OBSTRUCTION DATA TABLE			
NO.	DESCRIPTION	DISPOSITION TO REMAIN	PENETRATION
1	TERRAIN		276 FT.



FILE: K:\JOB\LD03Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/20/05
By: [Signature] DATE: 12/20/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

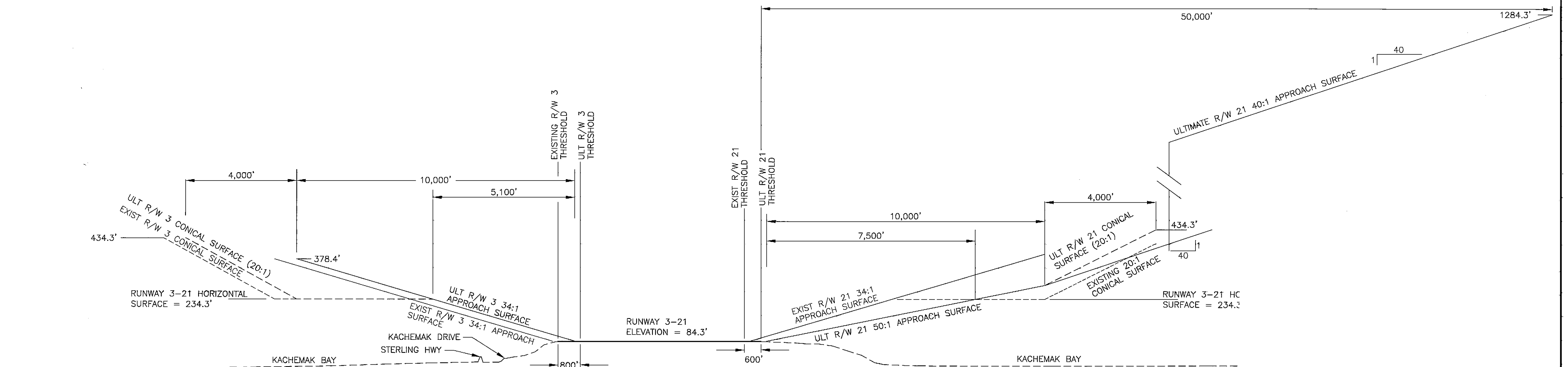
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION
APPROVED: [Signature] DESIGN SECTION CHIEF
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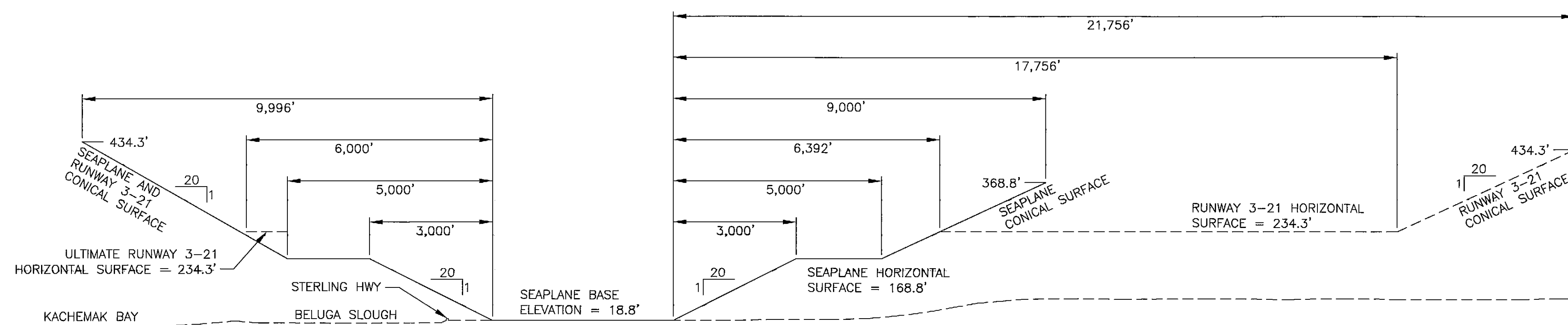
HOMER AIRPORT
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
F.A.R. PART 77 IMAGINARY SURFACES

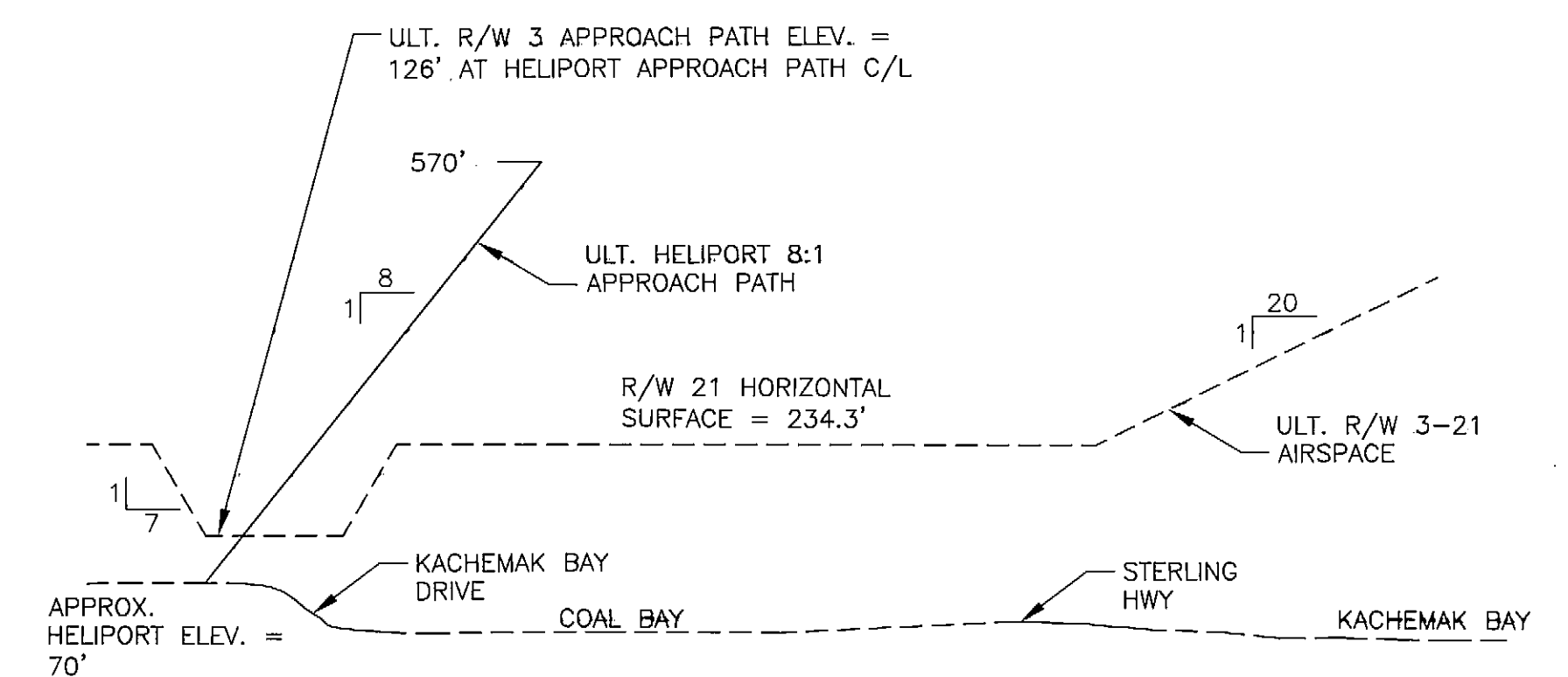
SHEET
11
OF
18



RUNWAY 3-21 PROFILE - EXISTING & ULTIMATE

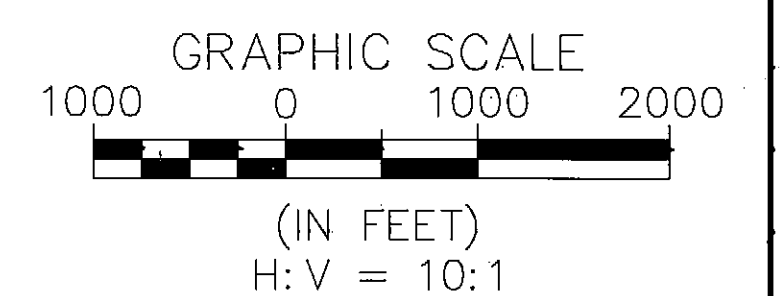


SEAPLANE PROFILE - EXISTING & ULTIMATE



HELIPORT PROFILE - ULTIMATE

NOTES:
1. SEE SHEETS 7-10 FOR OBSTRUCTION TABLES.



FILE: K:\JOB\LD33\proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/27/05
By: [Signature] DATE: 11/27/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION
APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
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HOMER AIRPORT
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
F.A.R. PART 77 PROFILES

SHEET
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OF
18

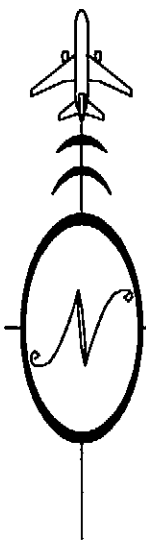
PROPERTY STATUS							
TRACT	PARCEL	ADA NO.	AREA ACRES	GRANTOR	GRANTEE	INTEREST	DATE ACQUIRED
TRACT I	A	10392	618.81			ILMT 1-6-64 & AMENDED	10/13/65
TRACT I	B**	10392	79.7			ILMT 1-6-64 & AMENDED AVIG. AND HAZ. ESMT.	10/13/65
TRACT I	C**	10392	214			ILMT 1-6-64 & AMENDED AVIG. AND HAZ. ESMT. & NONDEVELOPMENT COVENANT	10/13/65
TRACT II	A	10172	58.31			QCD GRANTED BY CITY OF HOMER & AMENDED 12/14/76	6/10/75
TRACT II	B	10172	12.87				
TRACT II	C	10172	2.15				
TRACT III*	A	11262	40.07			20 YR. LEASE FROM FAA, AMENDED	EXPIRES 9/30/2016
TRACT III*	B		4.92			NOT TO BE ACQUIRED	
TRACT IV	A	11349	9.069			WARRANTY DEED	4/19/79
TRACT IV	B	11350	0.012			WARRANTY DEED	5/25/79
TRACT IV	C	11351	2.403			WARRANTY DEED	9/20/85

LEGEND

- ⊕ Found Primary Monument
- 1320' Record Dimension, See Note 1
- (ADA) Record Dimension, See Note 2
- Airport Property Boundary
- Parcel Boundary

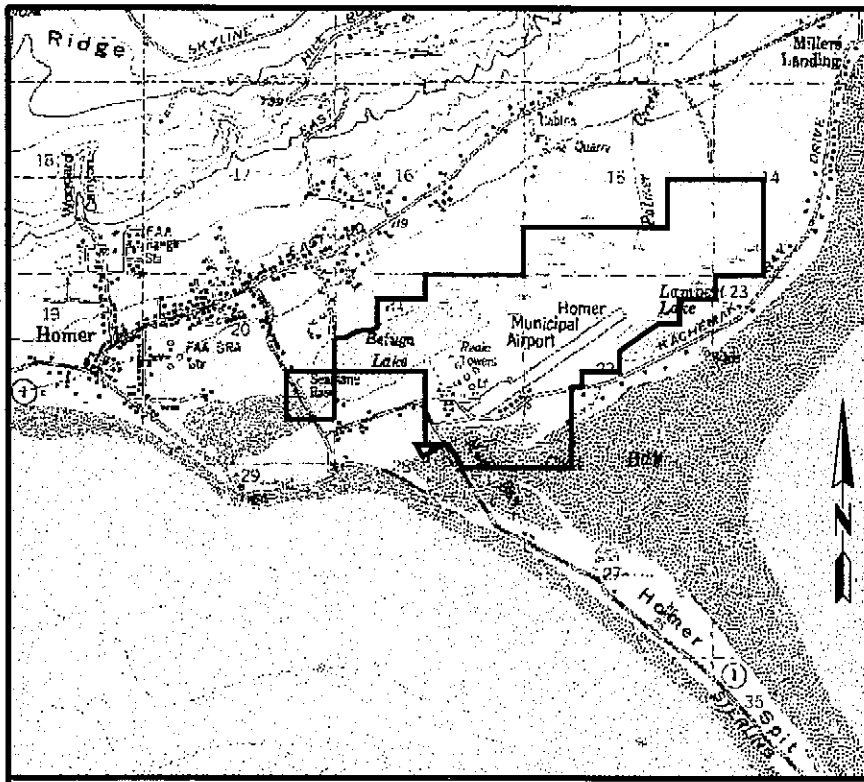
0 100 200 400

Scale in Feet



NOTES

- The information used to prepare this Property Plan drawing is from "State of Alaska, Department of Public Works, Division of Aviation, Homer Airport, Property Plan, Tracts I, III & IV, Dated 11/5/76. No current boundary survey was performed for the preparation of this Property Plan.
- Grid bearings and distances from "State of Alaska, Department of Public Works, Division of Aviation, Homer Airport, Property Plan, Tracts I, III & IV, Dated 11/5/76.
- The Beluga Lake shore line shown is based on aerial photography acquired May 17, 2002.
- Section 23 applied for to FAA on 5-27-77 for Parcels A & B. Application rejected by FAA on 8-5-77.

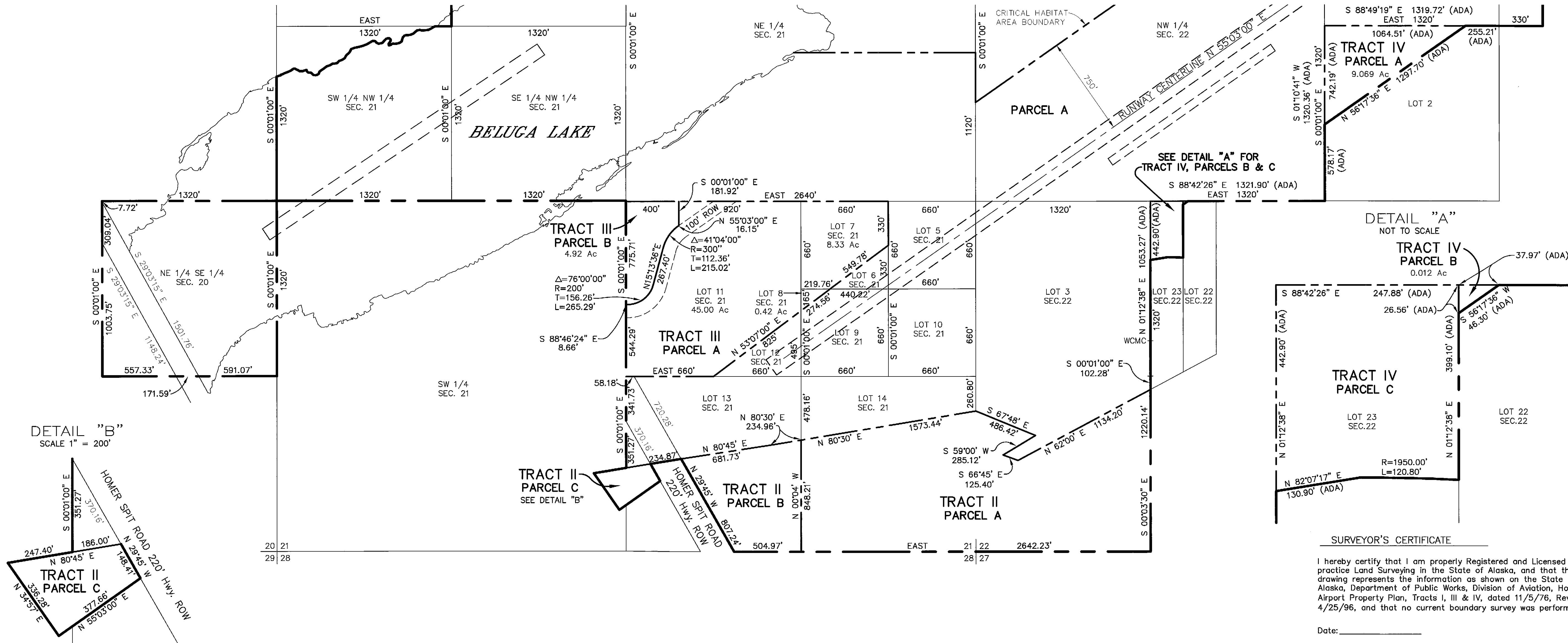


VICINITY MAP

SCALE 1"=1 Mile SOURCE - USGS Seldovia C-5, C-4
Located within Section 14, 15, 20, 21, & 22, Surveyed T 6 S, R 13 W, Seward Meridian, Homer Recording District

SEE SHEET No. 14

* SECTION 23 APPLIED FOR TO FAA ON 5-27-77 FOR PARCELS A & B. APPLICATION REJECTED BY FAA ON 8-5-77.
** HOMER CRITICAL HABITAT AREA CREATED BY LEGISLATION (SB 198) SIGNED 5/23/96 & EFFECTIVE 8/21/96



SURVEYOR'S CERTIFICATE

I hereby certify that I am properly Registered and Licensed to practice Land Surveying in the State of Alaska, and that this drawing represents the information as shown on the State of Alaska, Department of Public Works, Division of Aviation, Homer Airport Property Plan, Tracts I, III & IV, dated 11/5/76, Rev. 4/25/96, and that no current boundary survey was performed.

Date: _____

Registered Land Surveyor

Registration Number

This property plan supersedes Homer Airport Property Plan dated 2/9/66, Rev. 7/24/67.

FILE: K:\JOB\LD33\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/29/05

By: *[Signature]* DATE: *[Signature]*
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-601

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY DATE REVISIONS

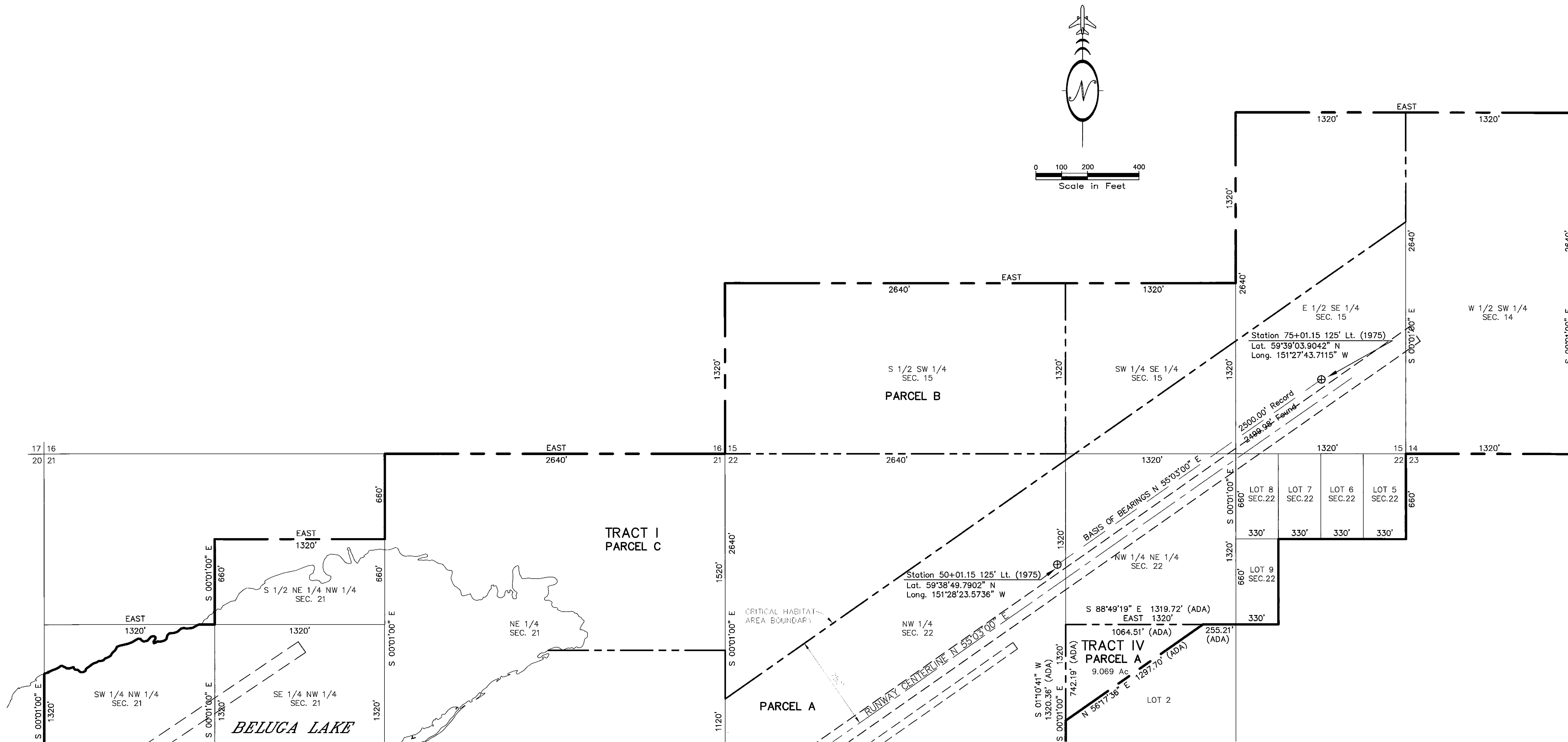
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
HARVEY M. DOUTHETT, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 11/17/03
DESIGN
DRAWN WDC
CHECKED

HOMER AIRPORT
AIRPORT PROPERTY PLAN

SHEET
13
OF
18



SEE SHEET No. 13

This property plan supersedes Homer Airport Property Plan dated 2/9/66, Rev. 7/24/67.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/22/03

By: [Signature] DATE: 11/22/03
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-601

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

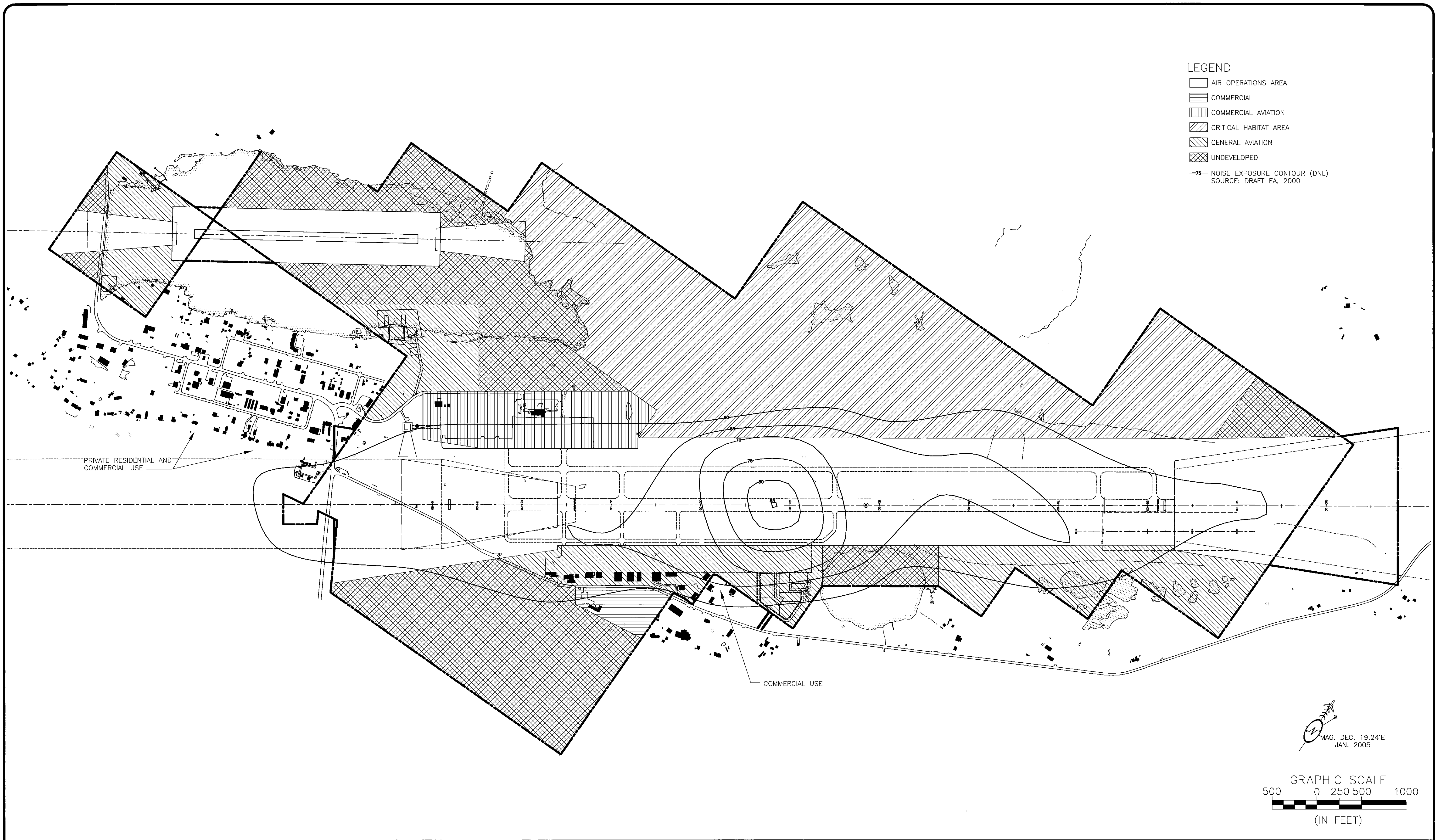
DATE 11/17/03
DESIGN _____
DRAWN WDC
CHECKED _____

HOMER AIRPORT

AIRPORT PROPERTY PLAN

SHEET
14
OF
18

FILE: K:\JOB\DD3Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005



FILE: K:\JOB\LD03Proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005	AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>12/22/04</u>					STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: <u>[Signature]</u> HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF APPROVED: <u>[Signature]</u> GARY LINCOLN, P.E. PROJECT MANAGER	DATE <u>9/9/2005</u> DESIGN <u>N.K.</u> DRAWN <u>J.W.</u> CHECKED <u>S.T.R.</u>	HOMER AIRPORT AIRPORT LAYOUT PLAN FUTURE LAND USE PLAN	SHEET 16 OF 18
	By: <u>[Signature]</u> DATE: <u>12/22/04</u> FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-600 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA	BY DATE REVISIONS							

MASTER PLAN UPDATE SUMMARY

THE HOMER AIRPORT MASTER PLAN UPDATE WAS COORDINATED WITH AIRPORT USERS, MEMBERS OF THE PUBLIC, AND REPRESENTATIVES OF CITY, STATE, AND FEDERAL GOVERNMENT THROUGH NEWSLETTERS AND PUBLIC MEETINGS.

PASSENGER FORECAST

ANNUAL ENPLANED PASSENGERS ARE PROJECTED TO INCREASE OVER THE 20-YEAR PLANNING PERIOD. THE ANNUAL GROWTH RATE OF THE RECOMMENDED FORECAST IS 2.9%. SEE ANNUAL FORECASTS IN THE PEAK DEMAND FORECASTS TABLE.

PASSENGER AIRCRAFT OPERATIONS FORECAST				
	2000	2005	2010	2020
AIR CARRIER AIRCRAFT	0	31	70	128
AIR TAXI AIRCRAFT				
50-seat (Canadair RJ, Convair 580, DHC Dash 8)	400	594	626	725
30-seat Turboprop (DHC-8 Dash 8)	600	989	1,044	1,209
19-seat Turboprop (Beech 1900, DHC-6 Twin Otter)	1,700	1,583	1,670	1,934
9-seat or Smaller	600	791	835	967
Subtotal Air Taxi Aircraft	3,300	3,957	4,176	4,836
TOTAL AIRCRAFT OPERATIONS	3,300	3,988	4,246	4,964

CARGO FORECAST

SCHEDULED CARGO SERVICE IS PROVIDED BY BOTH PASSENGER CARRIERS AND BY ALL-CARGO CARRIERS. HALF OF ALL CARGO CARRIED BY COMMUTER AIRLINES IS MAIL AND HALF IS FREIGHT. THE FORECAST ANNUAL ENPLANED CARGO GROWTH RATE OVER THE 20-YEAR PLANNING PERIOD IS 3.2%. SEE ANNUAL CARGO TONNAGE FORECASTS IN THE PEAK DEMAND FORECASTS TABLE.

ALL-CARGO AIRCRAFT OPERATIONS FORECAST		
YEAR	All-Cargo Air Carrier Aircraft Operations	All-cargo Air Taxi Aircraft Operations
2005	17	809
2010	19	926
2020	25	1,218

Air carrier aircraft are those as large as a 60-seat passenger aircraft.
Air taxi aircraft are smaller than a 60-seat passenger aircraft.

BASED AIRCRAFT FORECAST

BASED AIRCRAFT AT HOMER AIRPORT ARE PROJECTED TO GROW FROM 101 IN 2000 TO 117 IN 2020, AN AVERAGE ANNUAL GROTH RATE OF 0.7%. THE RECOMMENDED FORECAST FOR BASED AIRCRAFT APPLIES THE FAA'S NATIONAL GROWTH RATES BY TYPE OF AIRCRAFT. THE ASSUMPTION IS MADE THAT ONE CORPORATE JET AIRCRAFT WILL BE BASED AT THE AIRPORT BY 2005.

BASED AIRCRAFT	
YEAR	BASED AIRCRAFT
2000	101
2005	106
2010	109
2020	117

BASED AIRCRAFT FLEET MIX					
AIRFRAME	2000	2005	2010	2020	
Single Engine	93%	92%	92%	91%	
Jet	0%	1%	1%	1%	
Multi Engine	4%	4%	4%	4%	
Helicopter	3%	3%	3%	4%	

GENERAL AVIATION AND AIR TAXI OPERATIONS

HOMER AIRPORT HOSTS A MIX OF GENERAL AVIATION INCLUDING BOTH RECREATIONAL AND TRANSIENT OPERATIONS. THE CURRENT SPLIT BETWEEN LOCAL AND ITINERANT OPERATIONS, 45 PERCENT ITINERANT AND 55 PERCENT LOCAL, IS PROJECTED TO CONTINUE THROUGH THE 20-YEAR PLANNING PERIOD. THE PROJECTED ANNUAL GROWTH FOR GENERAL AVIATION IS 0.8%.

MILITARY AIRCRAFT OPERATIONS

MILITARY AIRCRAFT USE THE AIRPORT TWICE PER WEEK ON AVERAGE. THE MOST COMMON AIRCRAFT ARE THE C-130 AND THE UH-1 HELICOPTER USED BY THE AIR NATIONAL GUARD AND THE COAST GUARD, RESPECTIVELY. THE LARGEST MILITARY AIRCRAFT THAT USES THE AIRPORT IS THE C-130. THERE IS NO INDICATION THAT THE NUMBER OF TRANSIENT MILITARY AIRCRAFT USING THE AIRPORT WILL CHANGE IN THE FUTURE, THEREFORE, THE FORECAST FOR MILITARY OPERATIONS IS 200 PER YEAR THROUGH 2020.

TOTAL AIRCRAFT OPERATIONS

AIRCRAFT OPERATIONS ARE PROJECTED TO GROW AT AN AVERAGE ANNUAL RATE OF 1.0%.

AIRCRAFT OPERATIONS FORECAST				
	2000	2005	2010	2020
ITINERANT OPERATIONS				
Air Carrier Aircraft				
Charter Passenger	0	31	70	128
Charter All-Cargo	0	17	19	25
Subtotal Air Carrier Aircraft	0	48	89	153
Air Taxi Aircraft				
Scheduled Passenger	3,300	3,957	4,176	4,836
Scheduled All-Cargo	540	809	926	1,218
On-Demand Air Taxi	22,660	23,698	24,784	26,443
Subtotal Air Taxi Aircraft	26,500	28,464	29,886	32,497
General Aviation	5,300	5,553	5,808	6,196
Military	100	100	100	100
TOTAL ITINERANT OPERATIONS	31,900	34,165	35,883	38,946
LOCAL OPERATIONS				
General Aviation	6,500	6,788	7,098	7,574
Military	0	100	100	100
TOTAL LOCAL OPERATIONS	6,500	6,888	7,198	7,674
TOTAL AIRCRAFT OPERATIONS	38,400	41,053	43,081	46,620

PEAK DEMAND FORECASTS				
	2000	2005	2010	2020
ENPLANED PASSENGERS				
Annual	24,235	31,238	34,803	42,670
Peak Month	3,151	4,061	4,524	5,547
Design Day	102	131	146	179
Design Hour	43	55	64	76
ENPLANED CARGO (Tons)				
Annual	336	406	482	634
Peak Month	33.6	40.6	48.2	63.4
Design Day	1.08	1.31	1.56	2.05
Design Hour	.325	.393	.467	.614
AIR CARRIER, SCHEDULED AIR TAXI & MILITARY OPERATIONS				
Annual	3,940	5,014	5,391	6,407
Peak Month	394	501	539	641
Design Day	13	16	17	21
Design Hour	3	4	4	5
ON-DEMAND AIR TAXI AIRCRAFT OPERATIONS				
Annual	22,660	23,698	24,784	26,443
Peak Month	3,399	3,555	3,718	3,966
Design Day	110	115	120	128
Design Hour	14	14	15	16
GENERAL AVIATION AIRCRAFT OPERATIONS				
Annual	11,800	12,341	12,906	13,770
Peak Month	1,770	1,851	1,936	2,066
Design Day	57	60	62	67
Design Hour	7	7	8	8
TOTAL AIRCRAFT OPERATIONS				
Annual	38,400	41,053	43,081	46,620
Peak Month	5,563	5,907	6,193	6,673
Design Day	179	191	200	215
Design Hour	24	26	27	29

AIRPORT ROLE

THE ROLE OF THE HOMER AIRPORT IN THE NATIONAL AND STATE AIRPORT SYSTEM IS NOT PROJECTED TO CHANGE OVER THE 20-YEAR PLANNING PERIOD. HOMER IS CLASSIFIED AS A REGIONAL AIRPORT BY THE ALASKA AVIATION SYSTEM PLAN UPDATE AND IS PROJECTED TO REMAIN A REGIONAL AIRPORT IN THE FUTURE. HOMER AIRPORT WILL CONTINUE TO BE CLASSIFIED BY THE FAA AS A NON-HUB PRIMARY COMMERCIAL SERVICE AIRPORT, WHICH IS REGULATED UNDER 49 CFR PART 139.

AIRPORT REFERENCE CODE

HOMER AIRPORT - CURRENTLY, THE CONVAIR 580 QUALIFIES AS THE DESIGN AIRCRAFT AND THE APPROPRIATE ARC FOR THE AIRPORT IS B-III. TO ACCOMODATE THE TYPES OF AIRCRAFT THAT WILL BE IN REGULAR USE AT THE AIRPORT IN THE FUTURE, SUCH AS THE CANADAIR REGIONAL JET CRJ-200, DHC-8, AND PROJECTED JET TRAFFIC, THE ARC SHOULD BE C-III. ALTHOUGH, THE ARC WILL CHANGE, THE CHANGE IS NOT PROJECTED TO OCCUR FOR SEVERAL YEARS. SPECIFICATIONS FOR THE CANADAIR CRJ-200 INCLUDE AN APPROACH SPEED OF 125 KNOTS, A WINGSPAN OF 61.8 FEET, AND A WEIGHT OF 41,250 LBS. SPECIFICATIONS FOR THE DHC-8 INCLUDE AN APPROACH SPEED OF 90 KNOTS, A WINGSPAN OF 90 FEET, AND A WEIGHT OF 41,100 LBS.

BELUGA LAKE - THE AIRPORT REFERENCE CODE FOR BELUGA LAKE IS CURRENTLY A-I AND SHOULD REMAIN A-I THROUGH THE PLANNING PERIOD. ALTHOUGH THE LARGEST AIRCRAFT THAT NOW USES BELUGA LAKE IS THE DEHAVILLAND DHC-3 OTTER, AN A-II AIRCRAFT, THE NUMBER OF ANNUAL OPERATIONS IS NOT EXPECTED TO EXCEED 500. THE DESIGN AIRCRAFT IS THE DHC-2 BEAVER. THE APPROACH SPEED, WINGSPAN, AND WEIGHT OF THE DHC-2 BEAVER ARE 50 KNOTS, 48.9 FEET, AND 5,100 LBS., RESPECTIVELY.

AIRPORT DESIGN STANDARDS

AIRPORT DESIGN STANDARDS	RUNWAY 3-21 EXISTING DIMENSIONS	RUNWAY 3-21 REQUIRED DIMENSIONS
Airport Reference Code	B-III	C-III
Approach Visibility Minimum		
R/W 3	1 SM	1 SM
R/W 21	< 3/4 SM	< 3/4 SM
Runway Width	150'	100'
Runway Shoulder Width	None	20'
Runway Blast Pad	None	140' x 200'
Runway Safety Area Width	300'	500'
Runway Safety Area Length (beyond runway end)	600'	1,000'
Obstacle Free Zone*	400' x 7,100'	400' x 7,100'
Runway Object Free Area Width	800'	800'
Runway Object Free Area Length (beyond runway end)	800'	1,000'
R/W 3 RPZ	500' x 700' x 1,010'	500' x 1,010' x 1,700'
R/W 21 RPZ	500' x 700' x 1,010'	1,000' x 1,750' x 2,500'

* An Inner Approach Obstacle Free Zone is required for runways with approach lights

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/20/05

By: *[Signature]* DATE: 11/20/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY DATE REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

NARRATIVE

SHEET
17
OF
18

CAPITAL IMPROVEMENT PROGRAM

CAPITAL IMPROVEMENT PROJECTS IDENTIFIED BY THE MASTER PLAN UPDATE HAVE BEEN SCHEDULED ACCORDING TO THE ANTICIPATED DEMAND AND ALLOCATED TO ONE OF THREE PHASES:

PHASE I	0-5 YEARS
PHASE II	6-10 YEARS
PHASE III	11-20 YEARS

CAPITAL IMPROVEMENT PROJECT COSTS		
PHASE	PROJECT	COST (\$)
I.	0 - 5 YEARS	
	Parallel Taxiway	14,296,000
	Beluga Lake Haulout Road & Dock	786,000
	Transient Floatplane Parking Dock	271,000
	GA Apron Expansion and Partial Parallel Taxiway	2,690,000
	Replacement Airport Rotating Beacon	62,000
	Taxiway C Improvements	443,000
	ARFF/FSS/SRE Facility	9,734,000
	Heliprot	169,000
	GA Vehicle Parking	299,000
	Obstruction Removal for Future Runway 21 ILS *	32,000
	Equipment Allowance	0
	Subtotal	28,782,000
II.	6 - 10 YEARS	
	PAPI Installation	54,000
	Terminal Apron Gate Replacement	61,000
	Environmental Assessment	112,000
	Taxilane and Access Road to New GA Lease Lots	285,000
	West Terminal Apron Expansion	738,000
	Water Lane Acquisition	204,000
	East Land Acquisition and Obstruction Removal	1,629,000
	Pavement Rehabilitation - Terminal Apron, North Taxiways B & E	926,000
	Equipment Allowance	1,815,000
	Subtotal	5,824,000
	11 - 20 YEARS	
	Master Plan Update	497,000
	Environmental Assessment	363,000
III.	Runway Relocation with Safety Area Upgrade	22,045,000
	GA Apron Expansion	1,178,000
	East Terminal Apron Expansion	1,310,000
	Road Extension at East Terminal Apron	181,000
	Pavement Reconstruction - GA Apron and South Taxiways A & B	485,000
	Equipment Allowance	1,882,000
	Subtotal	27,941,000
	TOTAL	62,547,000

* ILS Installation By The FAA Programmed Early In Phase II

Notes: All costs are in 2004 dollars.
Costs Include Allowances For Design And Construction Management.

CAPITAL IMPROVEMENT PROJECTS

PROJECT DESCRIPTIONS - PHASE I (1-5 YEARS)

PARALLEL TAXIWAY

A FULL-LENGTH PARALLEL TAXIWAY, 50 FEET WIDE, WITH 20-FOOT WIDE SHOULDERS AND A 118-FOOT WIDE TAXIWAY SAFETY AREA WILL BE BUILT ON THE NORTH SIDE OF RUNWAY 3-21. AN ACCESS TAXIWAY WITH HOLDING BAY WILL BE PROVIDED AT EACH RUNWAY END AND INTERMEDIATE TAXIWAY EXITS WILL BE PROVIDED. THE TAXIWAY WILL HAVE MEDIUM INTENSITY EDGE LIGHTING.

BELUGA LAKE HAULOUT ROAD AND DOCK

A NEW ROAD TO BELUGA LAKE WILL BE DEVELOPED FOR FLOATPLANE ACCESS SO THAT FLOATPLANES CAN BE TRANSPORTED ON AIRPORT ROADS RATHER THAN THE STERLING HIGHWAY. THE ROAD WILL ALSO PROVIDE QUICK ACCESS TO THE LAKE FOR RESCUE PURPOSES. A BOATHOUSE FOR RESCUE AND MAINTENANCE BOATS WILL BE PROVIDED NEAR THE FLOATPLANE RAMP. IN ADDITION, A DOCK WITH SLIPS FOR 11 BASED FLOATPLANES, A RESTROOM, AND VEHICLE PARKING WILL BE BUILT.

TRANSIENT FLOATPLANE PARKING DOCK

A FLOATING DOCK WITH FUEL AND TEMPORARY MOORING FOR TRANSIENT AIRCRAFT WILL ELIMINATE THE NEED TO USE THE GUARDRAIL ALONG THE STERLING HIGHWAY. THE DOCK WOULD BE DESIGNED FOR SEVEN AIRCRAFT WITH ONE OPEN SPACE AVAILABLE FOR FUELING. THE ADOT&PF PROJECT WOULD NOT INCLUDE FUEL STORAGE OR A FUEL DISPENSING SYSTEM, AS A FUEL VENDOR WOULD PROVIDE THESE. THE PROJECT WILL INCLUDE AN ACCESS ROAD TO THE DOCK.

GA APRON EXPANSION AND PARTIAL PARALLEL TAXIWAY

A 300-FOOT DEEP BY 900-FOOT LONG PAVED APRON AREA WILL BE BUILT EAST OF THE EXISTING GA APRON, NEAR THE PROPOSED ARFF/FSS/SRE FACILITY. THE WEST EDGE OF THE EXISTING AND NEW GA APRONS WILL BE DEVELOPED AS A PARTIAL PARALLEL TAXIWAY, WITH A TAXIWAY BUILT IN BETWEEN THE TWO APRONS. THE PARTIAL PARALLEL TAXIWAY WILL BE 35 FEET WIDE WITH 10-WIDE SHOULDERS, AND WILL HAVE MEDIUM INTENSITY EDGE LIGHTING. AIRPORT PERIMETER FENCING WILL BE EXTENDED AROUND THE NEW APRON.

REPLACEMENT AIRPORT ROTATING BEACON

THE BEACON WILL BE REPLACED AND THE NEW LOCATION WILL BE ON THE SOUTH SIDE OF THE RUNWAY, NEAR THE ARFF/FSS/SRE FACILITY, WHERE IT WILL NOT BE TOO CLOSE TO THE PROPOSED SEAPLANE BASE BEACON.

NEW BELUGA LAKE ROTATING BEACON

A SEAPLANE BASE ROTATING BEACON WILL BE INSTALLED FOR BELUGA LAKE, LOCATED NEAR THE PROPOSED BELUGA LAKE HAULOUT ROAD.

TAXIWAY C IMPROVEMENTS

SOUTH TAXIWAY C WILL BE RECONSTRUCTED TO THE APPROPRIATE SIZE (35 FEET WIDE WITH 10-FOOT WIDE) AND EXTENDED NORTH OF THE RUNWAY 3 THRESHOLD TO THE TERMINAL APRON. THE NEW NORTH TAXIWAY WILL BE 50 FEET WIDE WITH 20-FOOT WIDE SHOULDERS. TAXIWAY C WILL HAVE MEDIUM INTENSITY EDGE LIGHTING.

ARFF/FSS/SRE FACILITY

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) EQUIPMENT CANNOT BE ADEQUATELY ACCOMMODATED AT THE EXISTING ADOTPF FACILITY. FOR STAFFING EFFICIENCY, ARFF AND SRE (SNOW REMOVAL EQUIPMENT) WILL BE CO-LOCATED. IN ADDITION, THE FAA WANTS TO RELOCATE THE FLIGHT SERVICE STATION (FSS). A BUILDING THAT COMBINES ALL THREE FUNCTIONS PROVIDES ECONOMIES FOR CONSTRUCTION AND OPERATING COSTS AND ALLOWS THE FSS TO BE LOCATED ON THE UPPER FLOOR FOR A GOOD VIEW OF THE AIRFIELD. THE BUILDING WILL HAVE FIVE EQUIPMENT BAYS. IT WILL ALSO HAVE PUBLIC RESTROOMS THAT CAN BE USED BY GA PILOTS AND PASSENGERS. ASSOCIATED CONSTRUCTION WILL INCLUDE A NEW ACCESS ROAD FROM KACHEMAK DRIVE TO THE FACILITY AND PROVIDE VEHICLE PARKING FOR BUILDING EMPLOYEES AND VISITORS AND FOR USERS OF THE ADJACENT AIRCRAFT TIEDOWNS. THE ACCESS ROAD WILL BE SITUATED SO THAT AN AREA APPROXIMATELY 3/4 -ACRE NEXT TO LAMPERT LAKE WILL BE LEFT UNDEVELOPED OR USED AS A VENDOR-OPERATED CAMPGROUND. THE BUILDING WILL BE LOCATED NEAR LAMPERT LAKE, NEXT TO THE NEW GA APRON, WHERE TRANSIENT GA PARKING WILL BE LOCATED. FENCING WILL ALLOW ACCESS TO THE BUILDING FROM THE SECURE AIRSIDE AND FROM THE LANDSIDE.

HELIPORT

A NEW GENERAL AVIATION HELIPORT WITH VISUAL APPROACHES AND AN ADJACENT PARKING POSITION WILL BE BUILT ON THE NORTH SIDE OF THE RUNWAY TO ACCOMMODATE TRANSIENT HELICOPTERS. THE FINAL APPROACH AND TAKEOFF (FATO) AREA WILL BE 65 FEET BY 65 FEET AND WILL HAVE A 20-FOOT WIDE SAFETY AREA AROUND IT. THE TAKEOFF AND LIFTOFF (TLOF) ARE WITHIN THE FATO WILL BE PAVED AND 37 FEET BY 37 FEET. AN ADJACENT HELICOPTER PARKING PAD WILL BE 15 FEET BY 15 FEET. INCLUDED IN THE PROJECT ARE LIGHTING AND MARKING, FENCING MODIFICATIONS, A SHORT PUBLIC ACCESS ROAD THAT WILL ALSO SERVE AS A VEHICLE PARKING AREA DURING HELICOPTER LOADING AND UNLOADING, AND A SERVICE ROAD ON THE AIRSIDE.

GA VEHICLE PARKING

A NEW 30-SPACE GA PARKING LOT WILL BE PROVIDED FOR THE USERS OF AIRCRAFT TIEDOWNS. THE LOT WILL BE PAVED AND FENCED FOR SECURITY AND TO PREVENT UNAUTHORIZED PARKING. THE PARKING LOT WILL BE DEVELOPED ON THE NORTH SIDE OF KACHEMAK DRIVE, BLOCK 200, LOTS 1 AND 2, WHICH ARE RESERVED FOR AUTO PARKING.

OBSTRUCTION REMOVAL FOR FUTURE RUNWAY 21 ILS

THE FAA PLANS TO INSTALL AN INSTRUMENT LANDING SYSTEM (ILS) FOR RUNWAY 21, BUT THERE ARE 12 TREES THAT WOULD PENETRATE THE APPROACH SURFACE THAT WILL BE REQUIRED FOR THE NEW INSTRUMENT APPROACH. THIS PROJECT REMOVES THE TREES.

AIRPORT NOISE STUDY

A NOISE STUDY IS PROGRAMMED DUE TO THE SIGNIFICANT COMPLAINTS ABOUT AIRPORT NOISE IN THE AREA. THE STUDY WILL INCLUDE MONITORING OF ACTUAL NOISE LEVELS, NOT JUST COMPUTER MODELING.

EQUIPMENT ALLOWANCE

SNOW REMOVAL EQUIPMENT IS EXPECTED TO NEED REPLACEMENT OR AUGMENTATION.

PROJECT DESCRIPTIONS - PHASE II (6-10 YEARS)

PAPI INSTALLATION

CONSISTENT WITH THE FAA'S MODERNIZATION PROGRAM FOR VISUAL GLIDE SLOPE INDICATORS, THE VASIS (VISUAL APPROACH SLOPE INDICATORS) ON RUNWAYS 3 AND 21 WILL BE REPLACED WITH PAPIS (PRECISION APPROACH PATH INDICATORS).

TERMINAL APRON GATE REPLACEMENT

THE EXISTING MANUAL GATE LOCATED NEAR THE TERMINAL APRON WILL BE REPLACED WITH A NEW AUTOMATED GATE DESIGNED WITH REMOTE ACTIVATION AND A SECURITY IDENTIFICATION SYSTEM.

ENVIRONMENTAL ASSESSMENT

THE APRON EXPANSION AND LAND ACQUISITION WILL NEED ENVIRONMENTAL DOCUMENTATION WITHIN FIVE YEARS OF THEIR CONSTRUCTION.

TAXILANE AND ACCESS ROAD TO NEW GA LEASE LOTS

SIX NEW GA LEASE LOTS AND A LOT FOR T-HANGAR DEVELOPMENT ARE PROJECTED NEEDS FOR THE 20-YEAR PLANNING PERIOD. THE T-HANGAR LOT WOULD BE APPROXIMATELY 1.75 ACRES IN SIZE, WHILE EACH OF THE SIX OTHER LOTS WOULD BE AT LEAST ONE-HALF ACRE (APPROXIMATELY 150 FEET BY 200 FEET). THE LEASE LOT EXPANSION WILL REQUIRE BUILDING ADDITIONAL ACCESS ROAD AND A TAXILANE THAT WOULD BE ACCESSIBLE FROM THE REAR OF THE SIX LOTS.

WEST TERMINAL APRON EXPANSION

THE TERMINAL APRON WOULD BE EXPANDED WESTWARD, APPROXIMATELY 340 FEET BY 250 FEET.

WATER LANE ACQUISITION

A PORTION OF THE WATER LANE IN BELUGA LAKE IS NOT OWNED BY ADOT&PF. IT WILL BE ACQUIRED.

FAST LAND ACQUISITION AND OBSTRUCTION REMOVAL

BEFORE THE RUNWAY IS EXTENDED EASTWARD 800 FEET (PHASE III), THE LAND THAT WILL BE WITHIN THE RPZ WILL BE ACQUIRED AND TREES REMOVED FROM THE RELOCATED RUNWAY 21 THRESHOLD SURFACE SITING AND APPROACH SURFACES.

PAVEMENT REHABILITATION - TERMINAL APRON, NORTH TAXIWAYS B & E

IT IS PROJECTED THAT THE TERMINAL APRON, NORTH TAXIWAY B, AND NORTH TAXIWAY E PAVEMENTS WILL NEED REHABILITATION IN THE SECOND FIVE YEARS OF THE PLANNING PERIOD.

EQUIPMENT ALLOWANCE

SNOW REMOVAL EQUIPMENT WOULD NEED REPLACEMENT OR AUGMENTATION.

PROJECT DESCRIPTIONS - PHASE III (11-20 YEARS)

MASTER PLAN UPDATE

A REASSESSMENT OF THE ROLES, ACTIVITY LEVELS, USING FLEETS, AND FACILITY NEEDS AT THE AIRPORT AND BELUGA LAKE SHOULD BE UNDERTAKEN APPROXIMATELY TEN YEARS AFTER COMPLETION OF THE CURRENT MASTER PLAN UPDATE.

ENVIRONMENTAL ASSESSMENT

THE IMPROVEMENTS NEEDED TO UPGRADE THE AIRPORT TO AIRPORT REFERENCE CODE C-III WILL NEED ENVIRONMENTAL DOCUMENTATION.

RUNWAY RELOCATION WITH SAFETY AREA UPGRADE

AVIATION DEMAND FORECASTS INDICATE THAT TURBOJET AND LARGE AIRCRAFT OPERATIONS WILL INCREASE TO THE LEVEL THAT THE AIRPORT REFERENCE CODE FOR THE AIRPORT WILL INCREASE FROM B-III TO C-III. WHEN THIS OCCURS, A LARGER RUNWAY SAFETY AREA WILL BE REQUIRED, 500 FEET WIDE AND EXTENDING 1,000 FEET BEYOND RUNWAY ENDS. TO ACCOMPLISH THIS WITHOUT ADVERSELY AFFECTING THE ROAD AND PROPERTY WEST OF THE RUNWAY, THE RUNWAY WILL BE RELOCATED 800 FEET TO THE EAST; THE RUNWAY 3 THRESHOLD WILL BE MOVED EAST 800 FEET AND THE RUNWAY WILL BE EXTENDED 800 FEET FARTHER EAST. SINCE THE LAST RUNWAY RECONSTRUCTION WAS IN 1997, THE RUNWAY WILL BE NEEDING REHABILITATION. DETERIORATED ABANDONED RUNWAY PAVEMENT WEST OF THE CURRENT RUNWAY 3 THRESHOLD AND THE DETERIORATED TAXIWAY D PAVEMENT SHOULD BE REMOVED AND COULD BE RECYCLED AS PART OF THE RUNWAY RELOCATION PROJECT. SHOULDERS, 20-FEET WIDE, AND BLAST PADS, 140 FEET WIDE BY 200 FEET LONG, WILL BE ADDED TO THE RUNWAY, ALONG WITH THE DISTANCE REMAINING SIGNS RECOMMENDED FOR TURBOJET TRAFFIC. THE PARALLEL TAXIWAY WILL NEED TO BE EXTENDED 800 FEET TO SERVE THE RELOCATED RUNWAY 19 THRESHOLD. APPROACH LIGHTING SYSTEMS AND NAVAIDS WILL BE RELOCATED. THE HIGH INTENSITY RUNWAY EDGE LIGHTS WILL BE EXTENDED AND AIRFIELD FENCING WILL BE RELOCATED, EXTENDED, AND REPLACED AS REQUIRED.

GA APRON EXPANSION

A 20,000 SQUARE YARD PAVED GA APRON EXPANSION, 600 FEET BY 300 FEET, WILL BE BUILT WHERE THE GRAVEL-SURFACED APRON IS NOW LOCATED.

FAST TERMINAL APRON EXPANSION

AN APRON EXPANSION OF 350 FEET BY 350 FEET WILL BE BUILT EAST OF THE EXISTING TERMINAL APRON.

ROAD EXTENSION AT FAST TERMINAL APRON

THE ROAD TO THE TERMINAL BUILDING WOULD BE EXTENDED FARTHER EAST TO SERVE THREE NEW LEASE LOTS NORTH OF THE EAST TERMINAL APRON EXPANSION.

PAVEMENT RECONSTRUCTION - GA APRON AND SOUTH TAXIWAYS A & B

THE GA APRON AND TAXIWAY A AND B PAVEMENTS PLACED IN 2001 ARE PROJECTED TO HAVE A USEFUL LIFE OF APPROXIMATELY 20 YEARS, SO THAT THEY WILL NEED REHABILITATION LATE IN THE THIRD PHASE OF THE PLANNING PERIOD.

EQUIPMENT ALLOWANCE

SNOW REMOVAL AND ARFF EQUIPMENT IS EXPECTED TO NEED REPLACEMENT OR AUGMENTATION.